

## NEWS-LINE



Winter 2007

The *Waste Tire Hauler Program NEWS-LINE* is a free informational newsletter published by the California Integrated Waste Management Board (CIWMB). This newsletter provides information on the CIWMB's waste tire regulatory programs, including upcoming events.

### The Waste Tire Manifest Program Aims to Educate

Many businesses that deal with waste tires have corporate offices serving numerous locations throughout California. In these situations, communication with the managers in each of the local shops can be challenging. Such is the case for Les Schwab Tire Centers, which has more than 400 locations and 8,000 employees in the Western United States.

Newly appointed Les Schwab Safety Director Sam Pounds is an advocate for communication, training, and teamwork. Pounds spent considerable time investigating errors and determining the frequency of the errors made on the waste tire manifests submitted by Les Schwab Tire Centers. When Pounds realized the tire centers were out of compliance with State regulations, he immediately took the opportunity to attend the training session offered by the Waste Tire Manifest program with eight tire center managers. "People want to do the right thing, but no one knew what needed to be done," said Pounds.

The training session presented by Allison Spreadborough, a CIWMB tire program staff member, allowed the attendees to sort out where they were making errors on the Comprehensive Trip Log (CTL) resulting in several notices of violation. Pounds explained that "there was never intent to submit incorrect information to the Board

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### Use the Internet to Send Waste Tire Manifest Data

During 2006 four additional used/waste tire businesses switched from using a paper waste tire manifest to entering waste tire manifest data into their personal computers. They sent the information though the internet to the California Integrated Waste Management Board (CIWMB) by using electronic data transfer (EDT). Transmitting information through the web-based EDT method not only saves paper and mailing costs but also ensures that correct information is transmitted to the Board, thereby avoiding the possibility of future letters of violation that can lead to fines.

As a hauler you can start using web-based EDT with just three simple steps. First, submit your current business invoice with the EDT application. Because data that is now required on the Board's manifest form must be included in the invoice, your current business invoice may require some changes to meet the EDT web-based entry standards for final approval. Once the invoice is approved by the CIWMB, you will have access to the web-based EDT on the Board's

**Use the Internet** (continued on page 2)

## What does illegal dumping have to do with markets?

Thirty-three out of 58 counties who responded to a survey conducted by the California State Association of Counties and the CIWMB's Illegal Dumping Task Force indicated that at least \$18 million is being spent annually to combat illegal dumping. Waste tires are at the top of the list of items illegally dumped. Individual consumers who have no incentive for returning waste tires to dealers are responsible for the majority of illegal dumping taking place.

Suggestions from the task force for resolving the problem vary from the use of more enforcement—including the use of surveillance equipment—to more amnesty days to better public education programs. However, developing markets for waste tires may be the best and most effective long-term solution. While the Board continues to actively enforce the law, it strongly supports the expansion of markets for waste tires.

A report by the Rubber Manufacturers Association finds that nearly 87 percent of disposed tires each year are put to a new use, which is a great improvement over the 1990 recovery rate of 11 percent. According to Bob Fujii, Sr., Waste Management Engineer with the CIWMB, rubberized asphalt concrete and tire-derived aggregate applications are just two of the uses for waste tires that have the most potential in California. Tires add positive properties—such as vibration and sound control—in these applications, and they offer lightweight alternatives for erosion control.

“We are just in the beginning stages of educating government entities about the benefits of using tire-derived aggregate,” said Fujii. “Whereas waste tires may be illegally dumped and/or landfilled because they are not desirable commodities, in the near future we are optimistic that they will be put to good use on one project or another,” he said.

### Use the Internet (continued from page 2)

Waste Tire Manifest page at [www.ciwmb.ca.gov/Tires](http://www.ciwmb.ca.gov/Tires). You will be asked to enter your user name and password. Finally, you will be on the manifest entry page where you will enter the data from your pre-approved invoice. The data to be entered includes the hauler vehicle, the generator/end use facility TPID, and load information. If the information is incorrect, you will receive immediate notification to correct errors.

To apply for the web-based EDT, haulers must be registered with the Board and have no enforcement actions on record. A computer with access to the internet is essential as well as the availability of an individual to input the manifest data. An application along with a business invoice must be submitted for approval. Once the necessary revisions conforming to EDT standards are made, approval will be granted. Applicants will then receive guidance on using the web-based data entry portal on the CIWMB website. If you are interested, download an application in the EDT manual on the waste tire manifest website at [www.ciwmb.ca.gov/Tires](http://www.ciwmb.ca.gov/Tires). Or, call Keith Cambridge at (916) 341-6422.

### **Program Aims to Educate** (continued from page 1)

nor was anyone aware that training opportunities were available to those businesses interested in addressing a problem.”

Most of the problems on the manifest resulted from a common misunderstanding. Les Schwab haulers were picking up waste tires and bringing them to their stores. They were manifesting the loads that were picked up but mistakenly did not also manifest those loads upon delivery to their stores. That raised a red flag for CIWMB staff reviewing forms. Without the delivery manifested, it was not clear where the waste tires were disposed of. Pounds indicated that the training was very helpful and just correcting this error made the trip worthwhile for him and managers who will train others around the state.

Training on the waste tire manifest CTL is available on demand. A free presentation on CD is also available by calling the toll free number at 1-866-896-0600.

## **The Waste Tire Manifest Program Focuses on Education**

The following are answers to some of the more common questions about the Waste Tire Hauler Manifest Program.

**Q. When must the CTL form be mailed to the CIWMB by the hauler after a load of waste tires has been picked up or delivered?**

**A.** The hauler should submit the CTL form within 14 calendar days, but not later than 90 days, of the initial tire transaction documented on the form.

**Q. Is a registered hauler required to leave a CTL form if he transports less than ten tires per trip?**

**A.** Yes, if the truck is certified under a registered hauler; any and all used tires and waste tires **MUST** be manifested. However, registered haulers may de-certify a specific truck so they can haul less than ten tires without filling out a CTL.

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**Q. When a hauler says that he is part of the electronic data transfer (EDT) program, what does that mean?**

**A.** It means that he is using an electronic method instead of a paper CTL to document pickups and deliveries.

**Q. How does a waste tire generator/end-use facility verify that a hauler is using the electronic data transfer method instead of a paper manifest to document tire loads?**

**A.** The hauler must present an authorization letter on CIWMB letterhead that permits the use of their business receipt to collect and transmit waste tire manifest system information to CIWMB. The hauler's business receipt must have an EDT logo on the bottom left corner of the form.

**Q. When is a TPID number needed?**

**A.** When a business/person transports ten or more waste/used tires at a given time on a public road.

**Q. If you forget your Tire Program Identification (TPID) number or are not **sure that one has been assigned to your company or your customers:****

**A.** Call the CIWMB waste tire hotline at: 1-866-896-0600 (toll free). TPID numbers with the business name are also on the Board's website at [www.ciwmb.ca.gov/Tires/](http://www.ciwmb.ca.gov/Tires/).

## Inspector Phillip Irons

When Phillip Irons started his job a year ago as a Waste Tire Inspector for Stanislaus County, he didn't realize that his ability to speak Spanish would come in handy. About 15 to 20 percent of the waste tire generators/haulers that he meets speak Spanish, and they appreciate Irons communicating with them in their language. That is just one of the many skills Irons brings to the job.

Irons worked as a police officer for the City of Modesto before moving to his current position. His work in the enforcement area is a good fit, but more importantly, Irons feels good about his contribution to the environment. That is, making sure that waste tire piles at the business sites he inspects are in compliance with the regulations. Occasionally, Irons finds a hauler who is out of compliance and refers those cases to the Board. But mostly he enjoys training and educating generators about the waste tire regulations. "Generally, they are very cooperative but some aren't aware of the specifics of the law," says Irons. When asked what he meant, Irons mentioned that many don't realize they need to keep manifests for three years. Some haulers store tires too close to the property line, increasing fire danger.

With 500 waste tire sites to inspect, Irons keeps quite busy. His easygoing manner seems to work well for him, but he can always rely on the verbal judo skills he learned as a police officer to ensure that people are doing what they are supposed to be doing. Thanks to Phillip Irons from the Board for a job well done.

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